



SLCDA GENERAL AVIATION SUMMER CONSTRUCTION

Airport II...The ramp rehabilitation and reconstruction project east of the Alta Aircraft Maintenance hangar is about one half completed. It should be finished by the end of July.

SLCIA... The asphalt repair/rehab/replacement and overlay project on the east side by the State Division of Aeronautics, Million Air, the Executive Terminal, and Jet Center is complete.

The displaced threshold on runway 35 has been further relocated approximately 1000 feet north until July 29th to accommodate construction of lead-on/lead-off lights from taxiway M. This construction will shorten the usable length of runway 17/35 to less than 8,500 feet. Runway 14/32 will be closed until the project is completed.

For your information, access gate 2C, at the fuel farm north of General Aviation rows 10 – 15 will be under construction July 18th – August 1st to improve fuel delivery access. It should not impact General Aviation operations

Access gate 1F, near Fire Station 11, Corporate Cove and General Aviation rows 21 and 28 will be under construction August 2nd – 23rd. Steiner Corporation is building a new hangar in the same area. These projects should not impact General Aviation operations.

SLCIA GENERAL AVIATION HANGAR PAINTING ... Airport Maintenance paint crews are scheduled to power wash and paint General Aviation T-hangar row 9

FEDERAL LAW ENFORCEMENT HOTLINES

Report Any Suspicious Aviation Activities:
1-866-AIR-BUST or 1-866-GA-SECUR

Celebrating



commencing on July 11th . T-hangar row 15 will be power washed and painted when row 9 is completed followed by row 21 and finally row 28. Paint crews are estimating approximately two weeks on each row. Tentatively row 9 will be painted July 11th – 22nd . Row 15 should be painted July 25th – August 5th. Row 21 should be painted August 8th – 19th . Row 28 should then be painted August 22nd – September 2nd . If you are concerned about the possibility of paint overspray settling on your aircraft and desire alternative tie-down space, contact the General Aviation Manager, Steve Jackson at 647-5532 or by e-mail at steve.jackson@slcgov.com to make arrangements. All alternative tie-downs / hangars are provided on a first come first served basis.

A LITTLE MORE ON RUNWAY INCURSIONS

The majority of minor runway incursion incidents by General Aviation are caused by pilots who properly read back hold-short instructions and then taxi right across the designated hold line. This is a result of inattention to or ignorance of the signs and painted surface markings.

To remain safely in compliance, GA pilots can use this simple rule of thumb, "If it is yellow on black, it's telling you where you're at." ...It is a location sign. "If it is black on yellow, it's an instructional fellow." ...It is a sign providing instructions about an upcoming taxiway or runway. "If it is white on red, don't pass or you're dead." ...It is a sign requiring a mandatory action. Don't just blow past a white on red sign. If you are not absolutely certain about your clearance, stop and contact ground for clarification. In this case, always exercise caution... safe is definitely better than sorry when it comes to runway incursions.

AOPA members can request a Runway Information Packet, including signage diagrams, on-line at www.awp.faa.gov/ops/runway_safety/index.html and click on the Runway Safety packets icon on the left side of the screen.

Even for long-time experienced pilots it is a good idea to periodically review runway markings and signs.

From the time one's aircraft begins rolling on the ramp; one should consider implementing sterile cockpit procedures, just as you would during an instrument approach. ...The fewer unnecessary distractions, the

better. Each phase of flight is equally important and each requires a pilot's full attention. Learning signage, writing down complicated taxi clearances, stopping and asking for clarification, and avoiding internal cockpit distractions during taxi will result in sharper pilot skills and much safer aircraft operations.

LOOK OUT BELOW

It is summertime in the Great American West and with summer come rapid and drastic changes in the weather. Whether one is conducting a planned instrument flight in actual IMC conditions, gone inadvertently IFR due to rapidly deteriorating weather, or if the cross-country night flight is moon-less or conducted under a heavy overcast, loss of visual contact with the ground is potentially hazardous and increased vigilance is mandatory to successfully complete the flight.

There are very few pilots who have not heard the warning, "When flying from high to low, look out below." This saying reminds us that when flying from a relatively high to a relatively low atmospheric pressure, the actual altitude decreases even while maintaining a constant indicated altitude. Quite simply, the aircraft is slowly descending without the pilot realizing it. The same thing occurs when flying into lowering ambient temperatures.

Nearly every pilot remembers to apply this knowledge during oral or written exams, yet few apply it (especially as it relates to temperature) during actual flight operations. In the real world, failure to remember this truth can lead to a controlled-flight-into-terrain (CFIT) accident. An accident like this most often occurs during an actual instrument approach in IMC conditions, a time when pilots are concentrating on their instruments and

may fail to see and avoid obstructing terrain in time to avoid it.

These accidents occur when pilots fail to properly reset their altimeters to the local altimeter setting or if they fail to compensate for significantly colder air (for which there is no mechanical adjustment that can be made).

When flying without adequate reference to the ground, always regularly update and dial in the local altimeter setting as well as periodically checking your outside air temperature (OAT) gauge for changes in temperature. Add a few extra feet whenever flying into colder temperatures.

Oh, and whenever one descends for any reason, remember to visually check terrain clearance when possible and don't forget to check for other aircraft. Bumping into another airplane can be just as disastrous as bumping into the ground.

--SAFETY FIRST--

Do NOT Fuel Or Start Aircraft Inside of Hangars!

UPCOMING EVENTS

The second Saturday of every month, Cornerstone Aviation, located in the Executive Terminal at Salt Lake City International Airport (337 North 2370 West) provides a free lunch and an informative program at 12:30 PM. It is a great opportunity to share flying experiences and learn new things.

Saturday, July 9th, OK3 Air will sponsor the Heber Valley Air Show and Fly-In, a Tribute to Russ McDonald. Gates open at 9 AM. Air Show starts at noon. There will be aerobatic performances, static displays, war birds, and more. See the website, www.ok3air.com for more information.

July 16th representatives from Cirrus Design will hold an open house to present the new SR22-G2 at Cornerstone Aviation (address above). Demonstrations are available but contact Adam Tibbitts 208-842-1368 to reserve seats.



HELPFUL POINTS OF CONTACT

For GA operational, facilities maintenance, aviation, newsletter, airfield and SLC Title 16 questions call: Steve Jackson, General Aviation Manager, 647-5532 or e-mail at steve.jackson@slcgov.com.

For hangar lease and repair questions call: Johnathan Liddle, Properties Management Specialist, at 575-2894 or e-mail at johnathan.liddle@slcgov.com.

For aviation security questions call: Connie Proctor at 575-2401.

For gate access problems call: Airport Control Center at 575-2401.

For emergencies call: at SLCIA, 575-2405 at TVY or U42, 911 then 575-2405

For common General Aviation information call the GA Hotline: 575-2443